

## Masonic Temple

## Weekly Calendar

**MONDAY:**  
Leah Chapter No. 2, O. E. S., Regular.

**TUESDAY:**  
Honolulu—Third Degree.

**WEDNESDAY:**  
Honolulu—Third Degree.

**THURSDAY:**  
Leah Chapter No. 2, O. E. S., Special.

**FRIDAY:**  
Oceanic—Second Degree.

**SATURDAY:**

All visiting members of the Order are cordially invited to attend meetings of local lodges.



**MARINE ENGINEERS' BENEFICIAL ASSOCIATION**  
Cordially Invited.

**WM. MCKINLEY LODGE, NO. 8, K. of P.**

Meets every 2nd and 4th Saturday evening at 7:30 o'clock in K. of P. Hall, cor. Fort and Beretania. Visiting brothers cordially invited to attend.

A. F. GERTZ, C. C.  
E. F. KILBAY, K. R. S.

**HONOLULU LODGE, NO. 616, K. of P.**  
Meets every 1st and 3rd Friday evening at 7:30 o'clock in K. of P. Hall, cor. Fort and Beretania. Visiting brothers cordially invited to attend.

A. E. MURPHY, E. R.  
H. LUNSHIE, Sec.

**OHAI LODGE NO. 1, K. of P.**  
Meets every 1st and 3rd Friday at 7:30 o'clock, Pythian Hall, corner Beretania and Fort streets. Visiting brothers cordially invited to attend.

F. A. HAWKINS, C. C.  
O. HEINKE, K. of R. & S.

**HAWAIIAN TRIBE NO. 1, I. O. O. F. M.**  
Meets every first and third Tuesday of each month in Fraternity Hall, I. O. O. F. building. Visiting brothers cordially invited to attend.

HENRY A. ASCH, Sachem  
LOUIS A. PERRY, C. of R.

**HONOLULU ARRIE HQ, E. O. E.**  
Meets on second and fourth Wednesday evening of each month at 7:30 o'clock, in K. of P. Hall, corner Fort and Beretania. Visiting brothers are invited to attend.

WM. JONES, W. P.  
J. W. ASCH, Secy.

**HONOLULU LODGE NO. 800, I. O. O. F.**  
will meet in Odd Fellows' building, Fort street, near King every Friday evening at 7:30 o'clock.

AMIRHOSE J. WITZ, Dictator.  
E. A. JACOBSON, Secretary.

**A. BLOM**  
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FORT STREET

## ZEAVE

Just received by S. S. Sierra, the very latest in fancy TAILORED LINEN SUITS; also ONE-PIECE LINEN DRESSES and LINGERIE WAISTS.

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## City Transfer

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## Shipping

(Additional Shipping on Page 5)

## DEATH AND RESIGNATIONS MAKE CHANGES IN CHIYO MARU STAFF

Japanese Liner En Route to Far East With Few Passengers and Small Cargo—Frightful Condition of Approach to Hackfield Wharf Up to the County—Two Inter-Island Steamers to Sail for Sugar Ports Today—Asiatics in Large Numbers to Depart for Orient Today.

Death and resignations have resulted in considerable change in the personnel of the liner Chiyo Maru. The Japanese vessel was an early arrival in port this morning, Captain W. Woodus Green, the skipper, now a happy, blushing bridegroom of a few weeks, reporting a fine trip from San Francisco.

Skipper Green became a benedict while the big Chiyo remained at the Coast port. He was joined in wedlock to a dashing young lady who had not completed a round trip to the Orient. Captain Green is alleged to have possessed matrimonial inclinations for many months, but on this tender and blushing subject the grizzled navigator remained frigidly noncommittal when he last called at Honolulu.

However, the open season for orange blossoms in the captain's cabin of the Chiyo is now over and Captain Green has returned to the sea in a more cheerful mood than when he left Honolulu, the popular steward, who made his last voyage when the Chiyo went into San Francisco, and C. A. Ludvigsen, formerly with the Pacific Mail Company, will go out as freighter on the Oriental company's liner.

"Lud," as he is familiarly known to a large acquaintance here, was for some time a purser in the Pacific Mail liner Mongolia. He takes the place vacated by C. G. Hedding. It was first rumored that the only Timothy Sullivan, an old college chum of "Captain" Riley, H. Hackfield & Co.'s wharf representative at this port, would be given the berth as freight clerk. Ludvigsen was given the glad hand on his arrival this morning.

There is a small cargo and equally light list of passengers traveling Orientward in the Chiyo. Three cabin passengers left the steamer at Honolulu. The through list includes 42 cabin, 87 second class and 136 Asiatic steerage passengers.

Freight for the Far East amounts to less than three thousand tons. In the specie tanks and destined for the banking corporations of Japan and China are one million dollars in gold and a half-million dollars in silver coin and bullion.

Eight deportees are being returned to the Orient by the Federal immigration authorities on the mainland. At this port immigration Inspector in Charge Halsey will deport eight Japanese women who recently arrived here but were found afflicted with trachoma.

The Chiyo Maru has no cargo for this port, hence will be dispatched for Japan and China port at 5 o'clock this evening taking a large number of passengers.

Like Kelly Did.  
A British traveler in the Pacific Mailer Manchuria which passed through Honolulu some weeks ago, is alleged to have possessed a monument at first as the vessel steamed between Yokohama and Honolulu, and if he didn't exhaust all of the liquid refreshments on the great liner he swallowed all his credit in the way of high balls, punches, cocktails and straight whiskey. As the vessel left Honolulu the purser sent for the Briton.

"See here," he said, "what about this? You'll have to make good on these bar-tags of yours, or we'll have to stop your credit."

"My good fellow, I can't pay the bill just now, you know, until I reach San Francisco. I have no currency with me, only my letter of credit, which I can't cash until we reach San Francisco," said the Englishman.

"That's nothing to me," replied the purser, "but if you don't come through with cash I can't let you take off your baggage at San Francisco. You better go around and see if you can't raise some money."

The Englishman departed. In an hour he returned with a perplexed expression on his face but no cash in his hand.

"Did you get the money?" asked the purser.

"I just don't know."

"Why don't you know?"

"Well," said the Briton, "you Americans are so peculiar in your vernacular. I asked an American gentleman for a loan of £50, and he said yes, he would let me have it, like Kelly would. Now, how the deuce would Mr. Kelly have it?"

The steamer Likiepke with general cargo and late mail will sail for Kilauea, Anahola and Ahukini at 5 o'clock this evening. This vessel is expected to return with a large consignment of sugar.

The Helene, which had been placed on the berth for departure at noon, was unable to secure cargo by that time and will be dispatched for Hawaii ports of call at 4 o'clock.

**Seek Lads as Wireless Operators.**  
Looking at the houseposts and back fences of residences whose ambitious American youths are members of the family one would hardly believe that there is a dearth of competent wireless operators.

Still such is the case, according to Arthur H. Isbell, head of the United Wireless Company at San Francisco, who is wondering how all the choice berths are to be filled when the new law goes into effect ordering seagoing vessels that carry passengers to be provided with two wireless operators. This bill, which was passed by Congress as a result of the Titanic horror, means that eighty more wireless men will have to be employed on vessels operating out of the Golden Gate after October 1st.

In order to meet the demand the United Wireless Company is conducting a school where it is aimed to make expert "sparks" out of some of the youngsters who are responsible for the adornments of their parents' abodes.

**It's Up to the City and County.**  
"It's up to the City and County to attend to placing the approach to the Hackfield wharf in condition that will insure safe transit for pedestrians as well as vehicle traffic."

"The work that has been going on down at Nuuanu stream where it intersects Queen street is being conducted under the direction of the City and County of Honolulu and not the Territory of Hawaii," said a Government official this morning.

The prediction was made that the sewer, which is now being constructed under the most trying conditions, will be completed the latter part of August.

This work has resulted in that portion of Queen street adjoining the Nuuanu river bridge being almost impassable for many weeks past. A storm of protest has been aroused and nothing has been done to relieve the congestion of traffic caused by the partial closing of an important artery of travel between the wharf and the business section of the city.

**Storm-Warning at Sea.**  
LONDON, Eng., June 12.—The first step in the campaign for the establishment of an international weather and storm bureau has been taken here by Professor Willis Moore, chief of the United States Weather Bureau. According to the plan, a meridian line will be established through the North Atlantic. All ships sailing in either direction westward of this line are required to take a daily weather observation, which must be sent by wireless to the nearest ship in communication to the west, and thence the messages are to be relayed until they reach the nearest American land station. The messages then are to be telegraphed to Washington, where the weather bureau will make up a weather chart and a storm-warning, which will be cabled to Europe.

Ships east of the meridian will follow similar instructions, relaying the messages until they reach either London or Paris.

**Chiyo Brought News of Newton's Death.**  
Chief Steward Newton, known to shipmen of Honolulu as well as trans-Pacific travelers as steward on the great liners, and late with the Chiyo Maru, passed away at San Francisco as a result of an attack of pneumonia. He was making his first voyage as chief steward of the Chiyo and when that vessel reached port he had to be carried from it on a stretcher.

Newton was known to his superiors in the Toyo Kisen Kaisha Company as a man of sterling qualities and high character and his death is mourned by many acquaintances.

The Chiyo Maru arrived from San Francisco this morning with H. A. Rooney filling the berth as chief steward. Rooney is well known in Pacific Mail official circles with which company he has been identified for some time.

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## TIDES—SUN AND MOON

Date	High Tide Large	Low Tide Small	High Tide Large	Low Tide Small	High Tide Large	Low Tide Small	High Tide Large	Low Tide Small
June 17	6:12	2:1	6:12	2:1	6:12	2:1	6:12	2:1
18	6:57	2:1	6:57	2:1	6:57	2:1	6:57	2:1
19	7:40	1:8	7:40	1:8	7:40	1:8	7:40	1:8
20	8:30	1:6	8:30	1:6	8:30	1:6	8:30	1:6
21	9:17	1:3	9:17	1:3	9:17	1:3	9:17	1:3
22	10:00	1:0	10:00	1:0	10:00	1:0	10:00	1:0
23	10:40	0:5	10:40	0:5	10:40	0:5	10:40	0:5
24	11:17	0:4	11:17	0:4	11:17	0:4	11:17	0:4
25	11:50	0:3	11:50	0:3	11:50	0:3	11:50	0:3
26	12:19	0:2	12:19	0:2	12:19	0:2	12:19	0:2
27	12:44	0:1	12:44	0:1	12:44	0:1	12:44	0:1
28	1:06	0:0	1:06	0:0	1:06	0:0	1:06	0:0
29	1:25	0:0	1:25	0:0	1:25	0:0	1:25	0:0
30	1:41	0:0	1:41	0:0	1:41	0:0	1:41	0:0
1	1:54	0:0	1:54	0:0	1:54	0:0	1:54	0:0
2	2:05	0:0	2:05	0:0	2:05	0:0	2:05	0:0
3	2:14	0:0	2:14	0:0	2:14	0:0	2:14	0:0
4	2:21	0:0	2:21	0:0	2:21	0:0	2:21	0:0
5	2:26	0:0	2:26	0:0	2:26	0:0	2:26	0:0
6	2:29	0:0	2:29	0:0	2:29	0:0	2:29	0:0
7	2:30	0:0	2:30	0:0	2:30	0:0	2:30	0:0
8	2:29	0:0	2:29	0:0	2:29	0:0	2:29	0:0
9	2:26	0:0	2:26	0:0	2:26	0:0	2:26	0:0
10	2:21	0:0	2:21	0:0	2:21	0:0	2:21	0:0
11	2:14	0:0	2:14	0:0	2:14	0:0	2:14	0:0
12	2:05	0:0	2:05	0:0	2:05	0:0	2:05	0:0
13	1:54	0:0	1:54	0:0	1:54	0:0	1:54	0:0
14	1:41	0:0	1:41	0:0	1:41	0:0	1:41	0:0
15	1:25	0:0	1:25	0:0	1:25	0:0	1:25	0:0
16	1:06	0:0	1:06	0:0	1:06	0:0	1:06	0:0
17	0:85	0:0	0:85	0:0	0:85	0:0	0:85	0:0
18	0:62	0:0	0:62	0:0	0:62	0:0	0:62	0:0
19	0:37	0:0	0:37	0:0	0:37	0:0	0:37	0:0
20	0:10	0:0	0:10	0:0	0:10	0:0	0:10	0:0
21	0:00	0:0	0:00	0:0	0:00	0:0	0:00	0:0
22	0:00	0:0	0:00	0:0	0:00	0:0	0:00	0:0
23	0:00	0:0	0:00	0:0	0:00	0:0	0:00	0:0
24	0:00	0:0	0:00	0:0	0:00	0:0	0:00	0:0
25	0:00	0:0	0:00	0:0	0:00	0:0	0:00	0:0
26	0:00	0:0	0:00	0:0	0:00	0:0	0:00	0:0
27	0:00	0:0	0:00	0:0	0:00	0:0	0:00	0:0
28	0:00	0:0	0:00	0:0	0:00	0:0	0:00	0:0
29	0:00	0:0	0:00	0:0	0:00	0:0	0:00	0:0
30	0:00	0:0	0:00	0:0	0:00	0:0	0:00	0:0
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3	0:00	0:0	0:00	0:0	0:00	0:0	0:00	0:0
4	0:00	0:0	0:00	0:0	0:00	0:0	0:00	0:0
5	0:00	0:0	0:00	0:0	0:00	0:0	0:00	0:0
6	0:00	0:0	0:00	0:0	0:00	0:0	0:00	0:0
7	0:00	0:0	0:00	0:0	0:00	0:0	0:00	0:0
8	0:00	0:0	0:00	0:0	0:00	0:0	0:00	0:0
9	0:00	0:0	0:00	0:0	0:00	0:0	0:00	0:0
10	0:00	0:0	0:00	0:0	0:00	0:0	0:00	0:0
11	0:00	0:0	0:00	0:0	0:00	0:0	0:00	0:0
12	0:00	0:0	0:00	0:0	0:00	0:0	0:00	0:0
13	0:00	0:0	0:00	0:0	0:00	0:0	0:00	0:0
14	0:00	0:0	0:00	0:0	0:00	0:0	0:00	0:0
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25	0:00	0:0	0:00	0:0	0:00	0:0	0:00	0:0
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29	0:00	0:0	0:00	0:0	0:00	0:0	0:00	0:0
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4	0:00	0:0	0:00	0:0	0:00	0:0	0:00	0:0
5	0:00	0:0	0:00	0:0	0:00	0:0	0:00	0:0
6	0:00	0:0	0:00	0:0	0:00	0:0	0:00	0:0
7	0:00	0:0	0:00	0:0	0:00	0:0	0:00	0:0
8	0:00	0:0	0:00	0:0	0:00	0:0	0:00	0:0
9	0:00	0:0	0:00	0:0	0:00	0:0	0:00	0:0
10	0:00	0:0	0:00	0:0	0:00	0:0	0:00	0:0
11	0:00	0:0	0:00	0:0	0:00	0:0	0:00	0:0
12	0:00	0:0	0:00	0:0	0:00	0:0	0:00	0:0
13	0:00	0:0	0:00	0:0	0:00	0:0	0:00	0:0
14	0:00	0:0	0:00	0:0	0:00	0:0	0:00	0:0
15	0:00	0:0	0:00	0:0	0:00	0:0	0:00	0:0
16	0:00	0:0	0:00	0:0	0:00	0:0	0:00	0:0
17	0:00	0:0	0:00	0:0	0:00	0:0	0:00	0:0
18	0:00	0:0	0:00	0:0	0:00	0:0	0:00	0:0
19	0:00	0:0	0:00	0:0	0:00	0:0	0:00	0:0
20	0:00	0:0	0:00	0:0	0:00	0:0	0:00	0:0
21	0:00	0:0	0:00	0:0	0:00	0:0	0:00	0:0
22	0:00	0:0	0:00	0:0	0:00	0:0	0:00</	